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SECURITY INFORMATION
CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

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INFORMATION REPORT

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COUNTRY USSR (Saratov Oblast)

DATE DISTR. 8 Feb. 1952

SUBJECT 1. Volsk Airfields
2. Soviet Air Force Schools I and II

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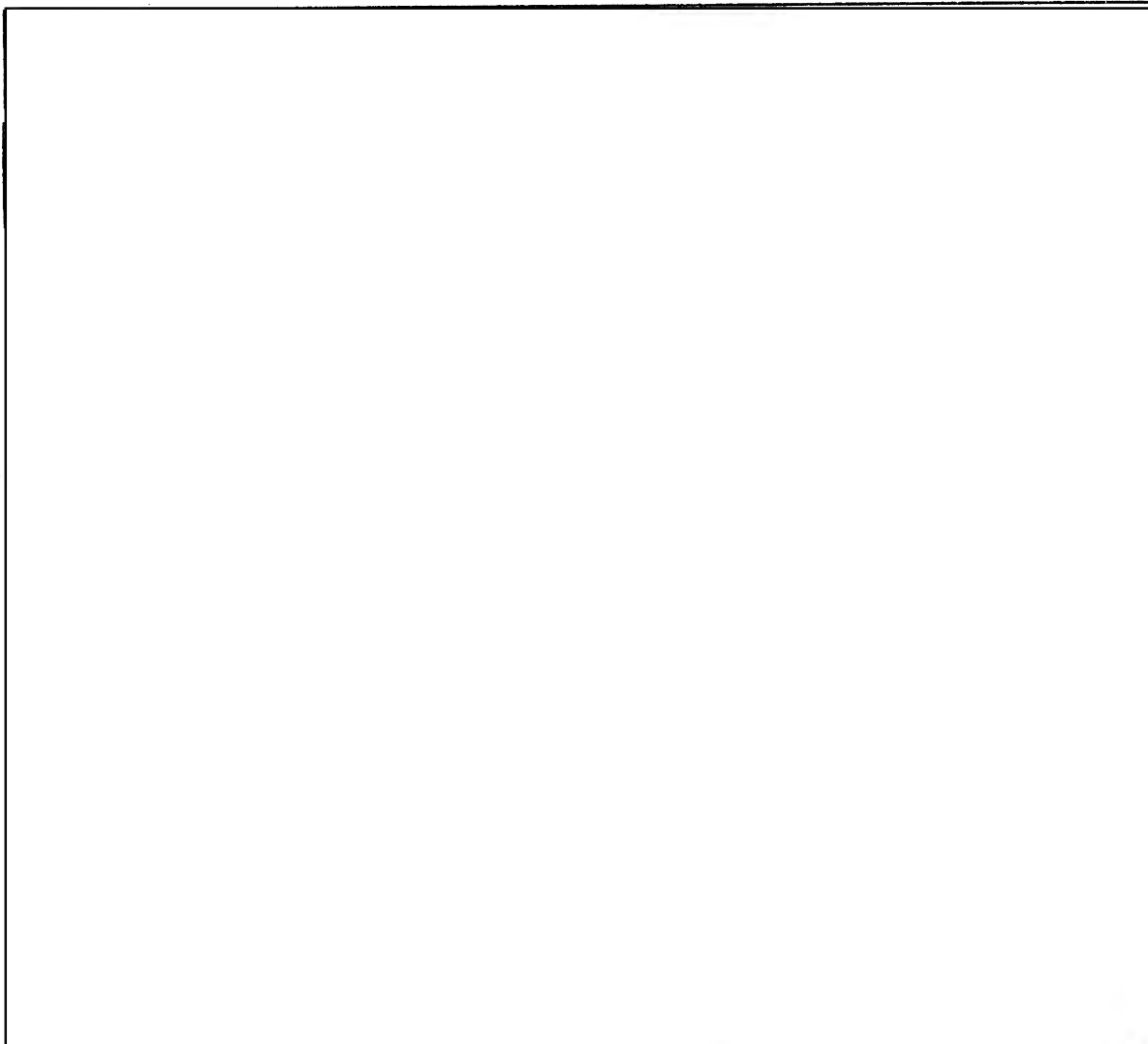
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1. The airfield of Volsk (47°23' E/52°3' N), Saratov Oblast, was southwest of the town and about 2 km northwest of the Volga River. A winding road led from the town to the field, which was on the plateau. The field was about 2 km square and bordered a woods to the southwest. Two wooden sheds about 30x10 meters, a locksmith and a carpenter shop about 10x4 meters and an underground fuel tank installation were at the field.
2. About 150 single-engine ground attack aircraft were parked in the southern corner of the field. The following features of this craft were noticed at the salvaging of one of these planes which had made an emergency landing on the Volga River: 16-cylinder in-line engine, V-engine, 2-man crew, bomb racks under the fuselage and wings, three cannon pointing to the fore, one machine gun operated by the man in the rear seat. Soviet civilians said that the plane was the Soviet version of an American design. About six trainers were housed in each of the hangars. Repaired aircraft with upward-folded wings were almost daily towed by trucks to the pilot schools northwest of town. The trainers only made day flights.
3. Air Force Schools I and II were northwest of Volsk, just south of the road to Saratov. The schools were about 1 km apart.
4. The installations of School I consisted of two 3-story barracks, two 2-story instruction buildings with storage facilities and 2 cut-open engines, a test stand for the testing of two engines, a workshop housing a welding, locksmith and lathe shop, a 3-story administration and a boiler house with smokestack.

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Ten to fifteen aircraft were parked there for repair and training purposes. The field was occupied by 300 to 400 air force soldiers.

6. Both schools were run by one major in charge of training.
7. The airfield was west of the town, south of the railroad line to Atkarsk (45°0' E/51° 52' N). Near the border of the town it was about 2 km wide, but widened toward the west. Two hangars and a traffic control station were noticed.
8. About 100 new, allegedly German aircraft with dismantled wings, were in the northwestern corner of the field. There was heavy day and night flying with Ju-52s and Ju-88s in addition to Soviet transports and fighters. Individual parachute jumps were observed.
9. The airfield was on a plateau southwest of the town, south of the railroad line leading through a gorge to Saratov and north of a dense oak woods. It was 2 km from the Volga River. The field, covering a site of several square km, had three hangars and eight to ten wooden sheds with earth bunkers (quartering facilities) between.
10. During the entire time of observation 40 to 50 ground attack planes were stationed at the field. None were seen in the air after 1945. Most of the aircraft were covered by tarpaulins. The engines of some of them were occasionally revved up.
11. There were school flights with six biplanes from which individual parachute jumps were made. Unscheduled intermediate landings were made by 3-engine transports.

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The airfield southwest of Volok had several hangars. Numerous unserviceable aircraft of G.I., British, German and Italian origin were seen at the field.

13. A pilot school near-by was occupied by many Soviet officers of various branches of service. School flights were made with about 30 trainers and 40 to 50 biplanes.
14. The Volok Air Force School was in the northern section of the town, about 100 meters north of a road leading to the west. The billets for the officers, officials and employees of the school, a total of about twenty 4-story buildings, were south of this road. They were occupied by about 400 persons. The block of 5-story dwelling houses in front of the school was occupied by field officers and engineers. The Air Force school had six to eight 4-story buildings surrounded by a fence and guarded by Air Force soldiers.
15. Behind the school was an 800-meter airfield on the border of which were standing 25 to 30 aircraft, presumably Yak-48. The noise of running engines was continually heard from one of the buildings of the school, presumably a workshop. The wife of a captain (Ltj) said that aircraft engines were tested there. In spite of favorable weather there was little flying at the field.
16. Only technical personnel was reportedly being trained at the Air Force school. Another airfield is said to be available in Volok.
17. Barracks of six four-story buildings was in the northern section of Volok, north of a highway leading to the northwest. The barracks were occupied by Soviet Air Force soldiers including a strikingly large number of young officers.

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18. An airfield was north of the barracks. Only some wings were seen there.
19. In May and June five biplanes took off from the field several times every day. Co-Pys said that these biplanes were used for insect pest control missions and all of the pilots were women.
20. Gliders towed by a biplane were seen daily over an airfield apparently southwest of the town. The wing span of the gliders was about double the length of that of the towing plane. Only one glider was seen in the air at a time.

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